

# **Proposed Revisions to Standards and Regulations for Subdivision Streets and State Highway Access**

DelDOT Public Workshop  
September 14, 2011  
Carvel State Office Building

# Why are changes in the current regulations being proposed?

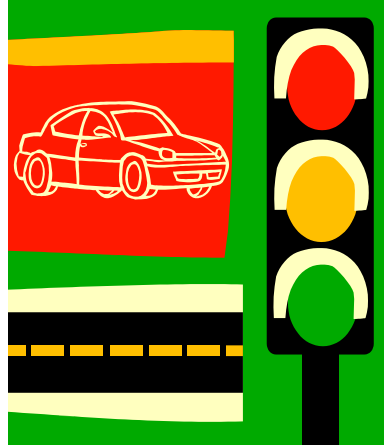
We want to know what the effects of proposed development will be on roads and intersections and thus what improvement or maintenance will be necessary.



# Some Things We Have Heard

- ✓ We have heard from some folks that the areas of influence are too small.
- ✓ We have heard from some folks that the areas of influence are too large.
- ✓ We have heard that we do not always focus on the most important road intersections.
- ✓ We have heard confusion regarding Traffic Impact Studies (TIS) and Traffic Operational Analyses (TOA).

- What changes are being proposed?



# Overview

- ✓ The rules for establishing the size of the study area (area of influence) are being evaluated.
- ✓ The definition of what constitutes an intersection is being clarified.
- ✓ The difference between a Traffic Impact Study and Traffic Operational Analysis is also being clarified.
- ✓ The conditions under which a TIS waiver will be considered is being evaluated.

# Specific Changes Proposed

Changes are proposed in six sections of the Standards and Regulations.

In Section 1.5, Definitions, we would clarify the definition of a Traffic Operational Analysis.

# Specific Changes Proposed

Our revisions to Section 2.1, Purpose, are central to these revisions. In this section, we would:

- Add discussion of the need for the scope to fit the expected impacts of the development,
- Provide guidance on the minimum area for a Traffic Impact Study,
- Introduce definitions for the terms “intersection, access drive, and major intersection or access drive,” and
- Substitute the word “crash” for the word “accident,” in keeping with current traffic engineering practice.

# Specific Changes Proposed

In Section 2.3.4, we would add a paragraph to limit the use of Traffic Operational Analyses in support of Traffic Impact Study waivers.



# Specific Changes Proposed

In Section 2.5.1, we would clarify that it is mandatory for DelDOT to ask that a party requesting a Scoping Meeting demonstrate that they have provided a copy of their request to the local land use agency.

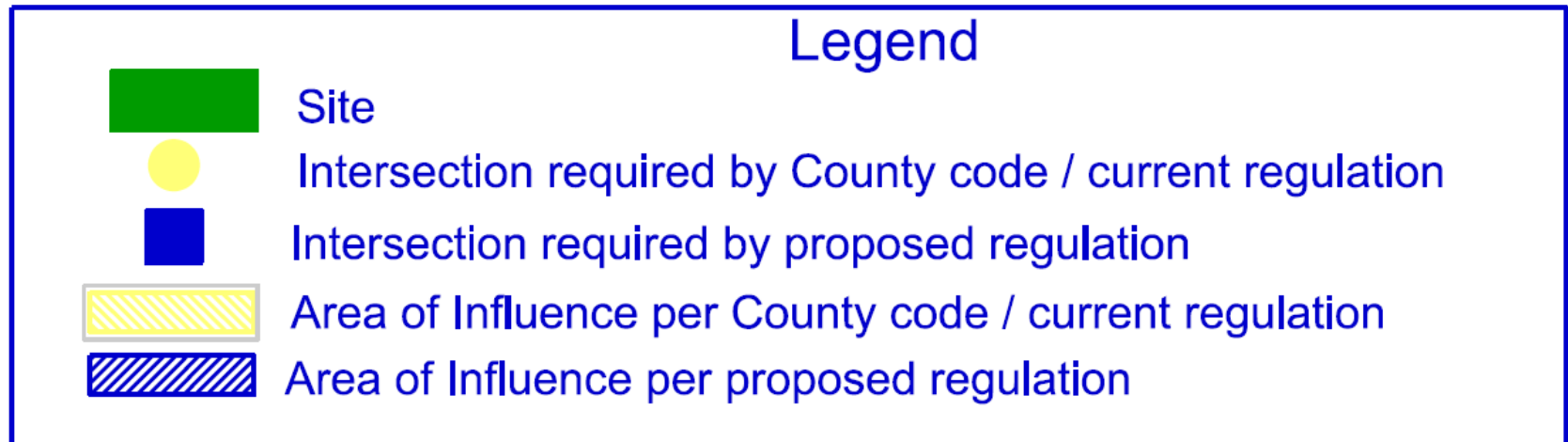
# Specific Changes Proposed

In Section 2.5.2, again the revisions are central to these revisions. Here we would provide additional and more specific guidance on study area limits for Traffic Impact Studies. This guidance includes a table, labeled as Figure 2.5.2-a.

# Specific Changes Proposed

In Section 2.5.3, we would remove one word, “after,” from a sentence in which its presence does not make sense.

Now, let's look at some examples of how Figure 2.5.2-a would be applied to some hypothetical developments.



# Thank you for your attention.

- We will now take a ten-minute break before beginning our panel discussion.
- Questions for the panel may be submitted to the moderator now.
- Comments on the proposed changes may be sent to Ted Bishop, Assistant Director of Planning, via email ([Theodore.bishop@state.de.us](mailto:Theodore.bishop@state.de.us)) or in writing at Division of Planning, DelDOT, P.O. Box 778, Dover, DE 19903.